

DoD Policy Board on Federal Aviation

Office of the Secretary of Defense – NORTHCOM – Joint Chiefs of Staff – Army – Marine Corps – Navy – Air Force



A Military Perspective “Current and Future Vision”

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US DOD Policy Board on Federal Aviation**





Military Activities User and Civil/Military ANSP

- **Military is a user of airspace and seamless provider of service (in some cases to all users). as well as a regulator**



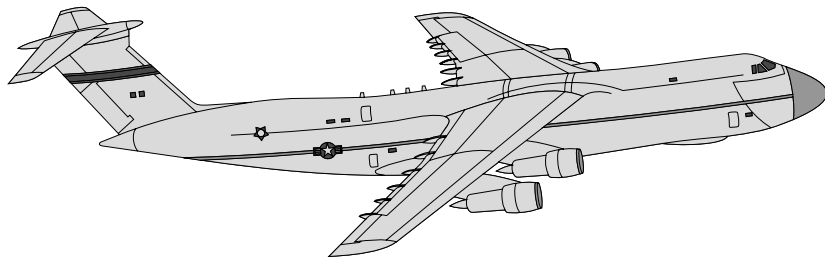
- **In the US, 3800+ military controllers provide for 15.5M operations**
 - Includes 3.5M civilian operations
 - **Work closely with COCOMs, FAA operations/policy, and other civil authorities requiring DoD coordination to ensure global access**
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Our Shared Purpose

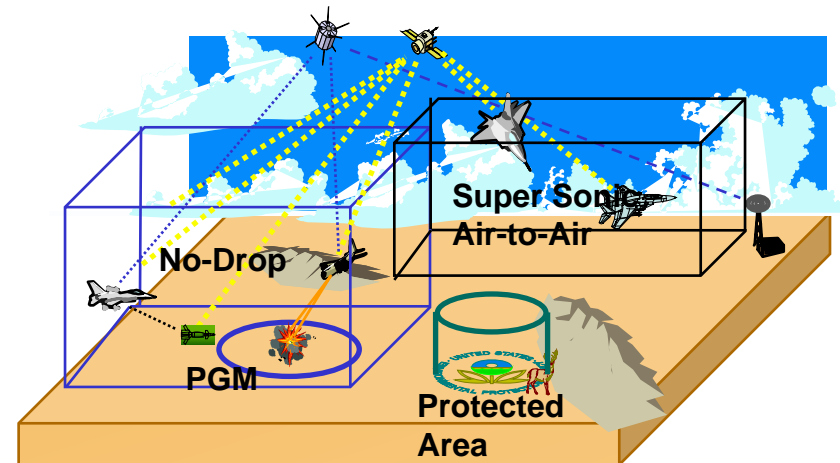
**Safe and efficient co-existence of civil/military activity
in a common airspace**

Similar operations



Issue: Equipage and Access

Unique operations

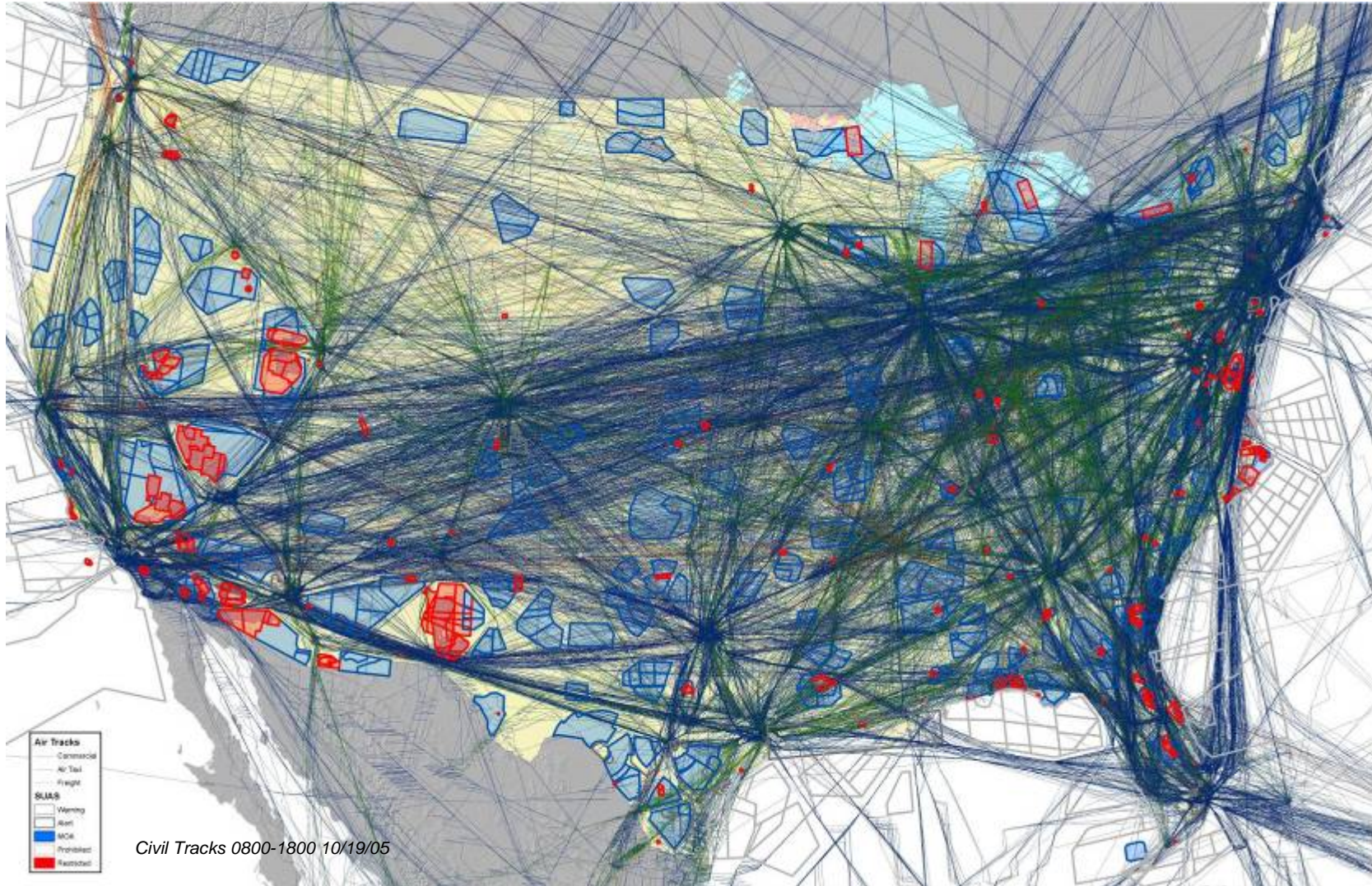


Issue: Efficient Management



Today

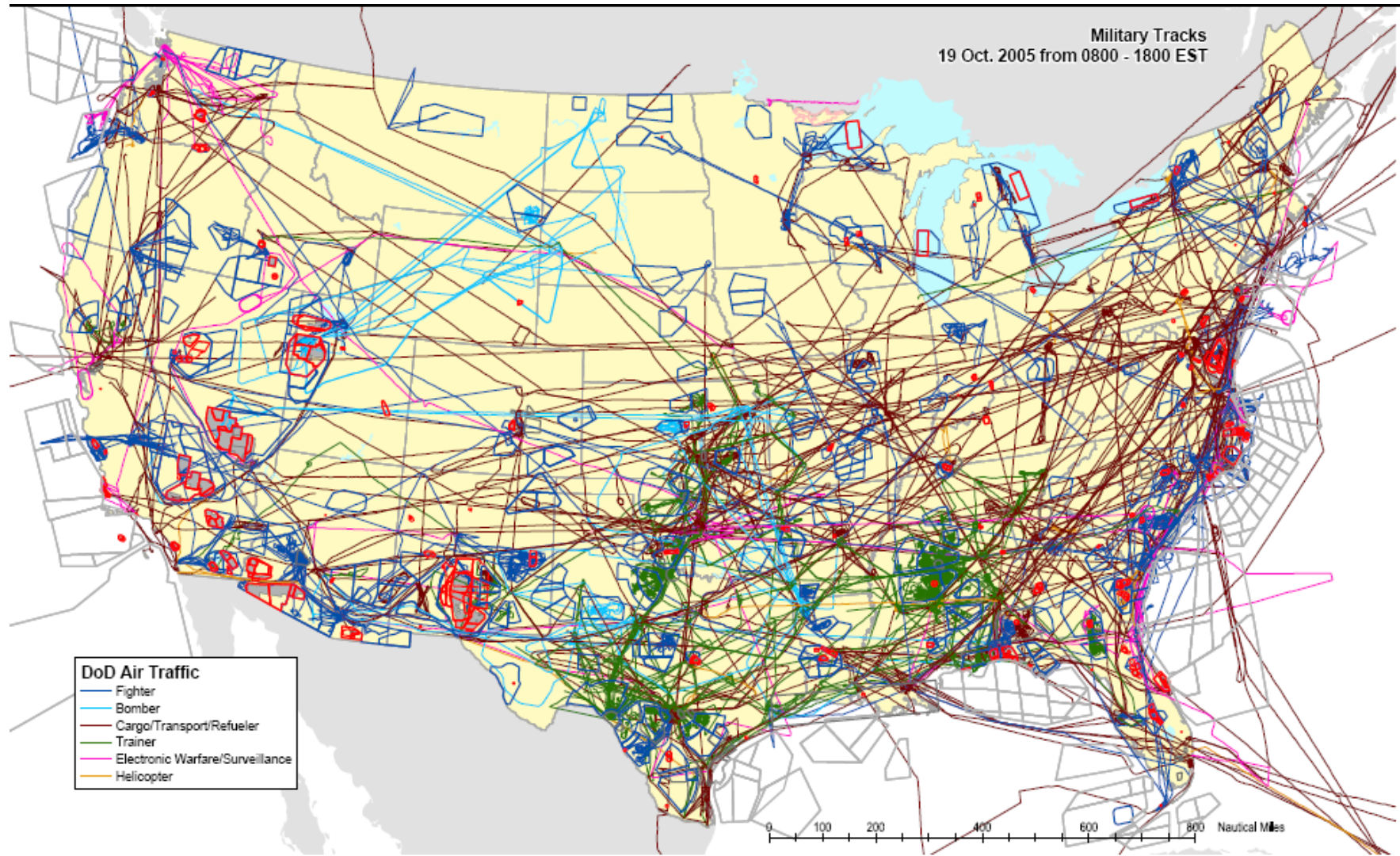
Civil Tracks - Normal Day





Today

10 Hours of Military Tracks

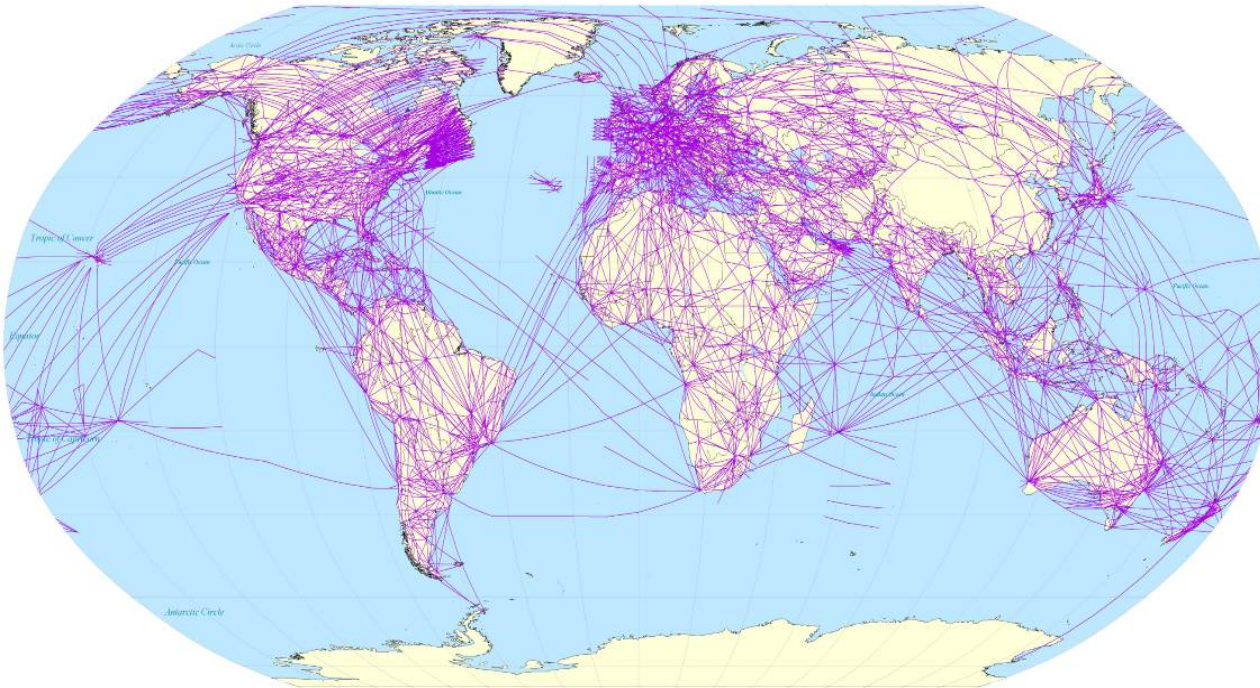




Next Generation Systems

Military/Civil Similarities

Different mission, but mostly the same issues as the civil community



- **Globally harmonized standards, equipment and procedures – air and ground**
 - **Safe and efficient access to national/international airspace**
 - **Ability to use and provide ATM services globally**



Common Interests

Military/Civil Needs

**Enroute step
climbs**

**User preferred
routing**

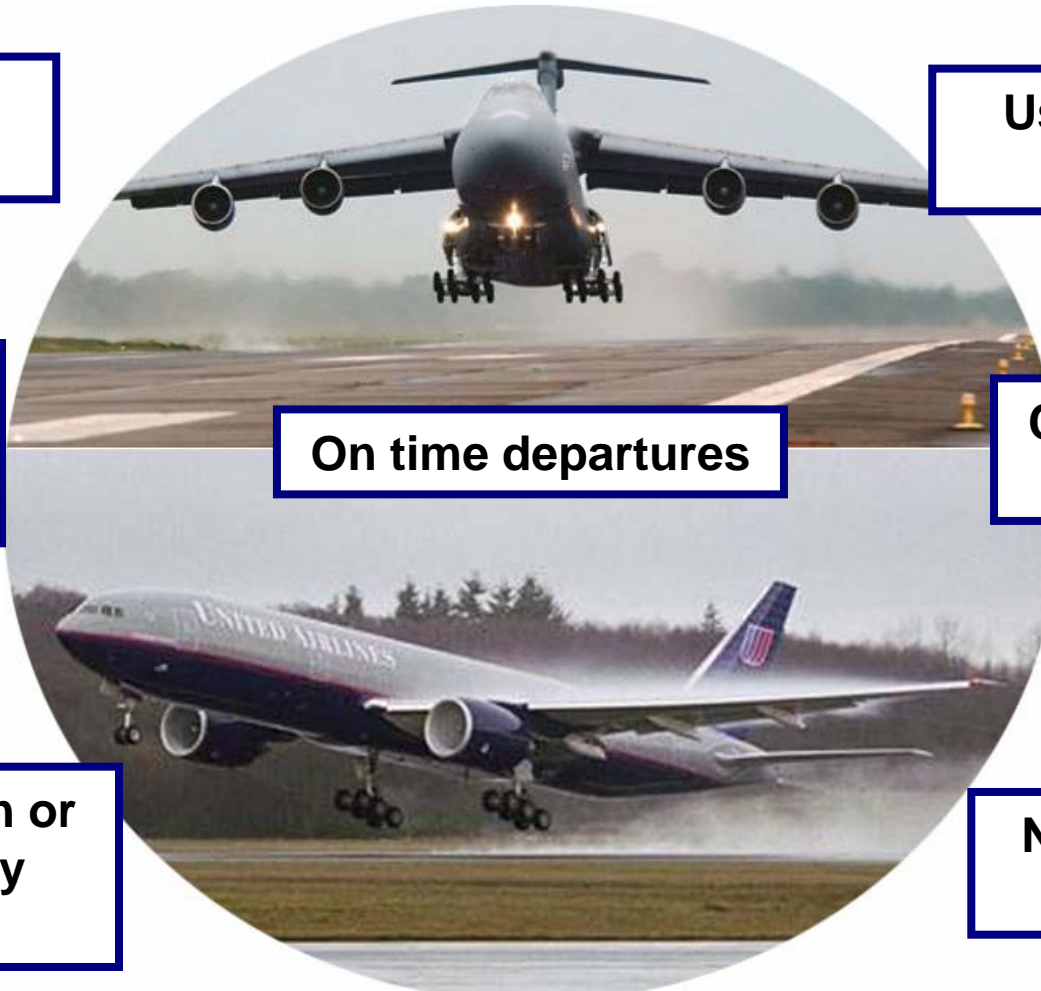
**Unrestricted
climb to
cruise**

On time departures

**Constant descent
to landing**

**No duplication or
unnecessary
equipage**

**No unnecessary
vectoring**





Common Interests

Consequences of Inefficient CNS/ATM

Military Repercussions

- **Less cargo/more fuel**
 - **More sorties required**
 - **Tankers required/increased tanker fleet/crews required**
 - **Delay in delivery of materiel**
- **Necessity to equip with redundant military/civil CNS equipment**
- **Differing FIR training requirements**
- **Loss of schedule integrity, missed dip clearance slot times, tanker refueling**



Civil Repercussions

- **Fewer passengers/less cargo**
 - **Decrease in revenue**
 - **Increased expenses**
 - **Unprofitable/inability to finance new aircraft nor expand service**
- **Unnecessary weight/expense of duplicative/antiquated equipage**
- **Differing FIR training requirements**
- **Loss of schedule integrity, increased reserve crew requirements**

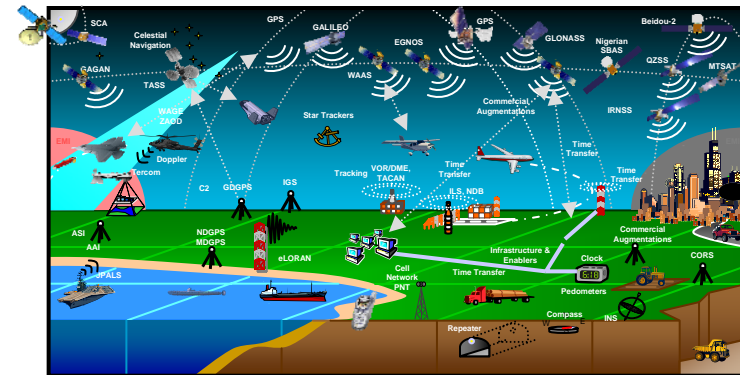




Next Generation Systems

Integrating all Users

- Performance based and optimized for the entire user community
- Configured and allocated as a resource to meet needs
- Flexible enough to change daily/hourly if necessary
- Streamlined environmental processes



Military Interest Areas:

- Reliable, predictable equipment requirements processes and continuing access for evolving security and sovereignty requirements
- Capability to meet increased needs of commercial traffic and military unique VPTA requirements (testing/training/operational), including UAVs



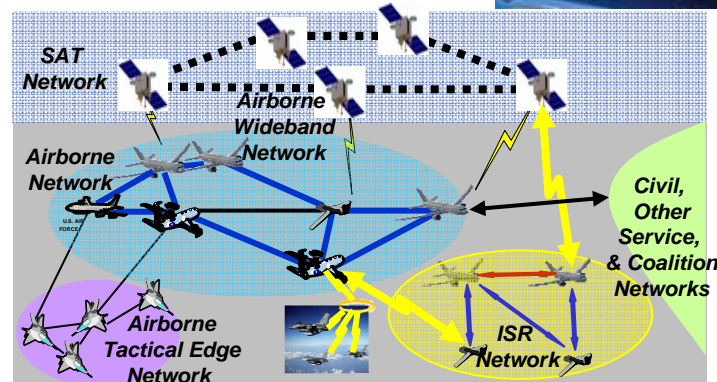
Industry Challenge

CNS/ATM Civil & Military Business Areas Work Together

- Leverage data-link, GPS/INS and sensor R&D



- Leverage network-centric command and control R&D



- Leverage wx research/forecasting R&D





Way Ahead

- Leveraging our common goals will speed the development of a more efficient and responsive global ATM system
- A more efficient and adaptive system is in everyone's best interest



***Those who expect moments of change to be comfortable
and free of conflict have not learned their history...Joan Wallach Scott***